

The trackage rights acquired under these agreements permitted CNW to use WCL's lines to access its yards and industries at both Nekoosa and Port Edwards, WI, from Wisconsin Rapids, WI.

Under the proposed relocation: (1) CNW's trackage rights operations in the Port Edwards and Nekoosa, WI area will be consolidated on the former Milwaukee Road track; (2) the emergency use restriction in the original Milwaukee Agreement will be deleted permitting CNW to serve Port Edwards and Nekoosa from the former Milwaukee trackage; (3) CNW will be granted additional trackage rights over short segments of WCL's track to reach its Nekoosa and Port Edwards Yards from the former Milwaukee Road track under the amended Milwaukee Agreement; and (4) the Soo Agreement will be canceled, and the trackage rights over the former Soo trackage rights not covered by the amended Milwaukee Agreement will be discontinued. CNW and WCL state that service to shippers will not be disrupted.

The Commission will exercise jurisdiction over the abandonment or construction components of a relocation project, and require separate approval or exemption, only where the removal of track affects service to shippers or the construction of new track involves expansion into new territory. See *City of Detroit v. Canadian National Ry. Co.*, et al., 9 I.C.C.2d 1208 (1993). The Commission has determined that line relocation projects may embrace trackage rights transactions such as the one involved here. See *D.T.&I.R.—Trackage Rights*, 363 I.C.C. 878 (1981). Under these standards, any incidental abandonment, construction, and trackage rights components require no separate approval or exemption when the relocation project, as here, will not disrupt service to shippers and thus

Chicago, Milwaukee, St. Paul and Pacific Railroad Company—Reorganization—Acquisition by Grand Trunk Corporation, 2 I.C.C.2d 161 (1984). In 1987, WCL acquired certain assets of Soo, including the line between Necedah and Wisconsin Rapids, WI, and the Soo Agreement in *Wisconsin Central Ltd.—Exemption Acquisition and Operation—Certain Lines of Soo Line Railroad Company*, Finance Docket No. 31102 (ICC served July 28, 1988).

The trackage rights were acquired by CNW pursuant to approval granted in *Chicago and North Western Transportation Company—Trackage Rights Between Wisconsin Rapids and Necedah in Wood and Juneau Counties, WI*, Finance Docket No. 27748 (ICC served Nov. 3, 1975), *Chicago and North Western Transportation Company—Construction of a Line of Railroad at Necedah, Juneau County, WI*, Finance Docket No. 27749 (ICC served Nov. 3, 1975), and *Chicago and North Western Transportation Company—Trackage Rights—Over Soo Line Railroad Company Between Wisconsin Rapids and Nekoosa, Wood County, WI*, Finance Docket No. 28323 (ICC served Feb. 16, 1977).

qualifies for the class exemption at 49 CFR 1180.2(d)(5).

As a condition to the use of this exemption, any employees affected by the trackage rights agreement will be protected by the conditions in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Petitions to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to revoke will not stay the transaction. Pleadings must be filed with the Commission and served on: Janet H. Gilbert, Wisconsin Central Limited, P.O. Box 5062, Rosemont, IL 60017-5062, and Robert T. Opal, Chicago and North Western Railway Company, 165 North Canal Street, Chicago, IL 60606.

Decided: July 17, 1995.

By the Commission, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 95-17990 Filed 7-20-95; 8:45 am]

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[Finance Docket No. 32737]

Southwest Pennsylvania Railroad Company—Lease and Operation Exemption—Lines of Westmoreland County Industrial Development Corporation and Fay-Penn Land Trust

Southwest Pennsylvania Railroad Company (SWP), a noncarrier, has filed a notice of exemption to lease and operate a rail line owned in part by Westmoreland County Industrial Development Corporation (WCIDC), and in part by Fay-Penn Land Trust (FPLT), both non-profit corporations. The line extends between milepost 0.0+/- at Broad Ford and milepost 9.56+/- at Mt. Pleasant (Broad Ford Line), in Westmoreland and Fayette Counties, PA. The total distance of the rail line is approximately 9.56 miles.¹ Consummation of the proposed transaction took place on June 28, 1995.

This transaction is related to a simultaneously filed notice of exemption in Finance Docket No.

¹ FPLT holds title to the Broad Ford Line between milepost 0.0+/- at Broad Ford and Survey Station 174+56 (approximately milepost 3.3+/-). WCIDC holds title to the remainder, from Survey Station 174+56 (milepost 3.3+/-) to milepost 9.56+/- at Mt. Pleasant.

The Broad Ford Line connects at Everson, PA, with rail lines that SWP seeks simultaneously to acquire from Consolidated Rail Corporation and operate in Finance Docket No. 32692, *Southwest Pennsylvania Railroad Company—Acquisition and Operation Exemption—Lines of Consolidated Rail Corporation*.

32734, *Phillip C. Larson, Russell A. Peterson and Dennis E. Larson—Continuance in Control Exemption—Southwest Pennsylvania Railroad Company*, in which SWP's shareholders seek to continue in control of SWP and Camp Chase Industrial Railroad Corporation, a class III shortline railroad, when SWP becomes a carrier.²

Any comments must be filed with the Commission and served on: Keith G. O'Brien, 1920 N St., NW., Suite 420, Washington, DC 20036.

This notice is filed under 49 CFR 1150.31. If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time.

The filing of a petition to revoke will not automatically stay the transaction.

Decided: July 13, 1995.

By the Commission, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 95-17989 Filed 7-20-95; 8:45 am]

BILLING CODE 7035-01-P

[Docket No. AB-167 (Sub-No. 1149X)]

Consolidated Rail Corporation—Abandonment Exemption—in Indiana and Cambria Counties, PA

Consolidated Rail Corporation (Conrail) has filed a notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments* to abandon 2.6± miles of its line of railroad, known as the Kin Industrial Track, from approximately milepost 35.80 ± to approximately milepost 38.40±, in Indiana and Cambria Counties, PA.

Conrail has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) no overhead traffic has moved over the line; (3) no formal complaint filed by a user of rail service on the line (or by a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Commission or with any U.S. District Court or has been decided in favor of the complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and

² Notice of an acquisition and operation exemption was given by the Commission in *Camp Chase Industrial Railroad Corporation—Acquisition and Operation Exemption—Line of Consolidated Rail Corporation*, Finance Docket No. 32581 (ICC served Oct. 21, 1994).

49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to use of this exemption, any employee affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10505(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on August 20, 1995, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29³ must be filed by July 31, 1995. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by August 10, 1995, with: Office of the Secretary, Case Control Branch, Interstate Commerce Commission, Washington, DC 20423.

A copy of any pleading filed with the Commission should be sent to applicant's representative: Robert S. Natalini, Two Commerce Square, 2001 Market Street, P.O. Box 41416, Philadelphia, PA 19101-1416.

If the notice of exemption contains false or misleading information, the exemption is void *ab initio*.

Conrail filed an environmental report which addresses the effects of the abandonment, if any, on the environment and historic resources. The Commission's Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by July 26, 1995. Interested persons may obtain a copy of the EA by writing to SEA (Room 3219, Interstate Commerce Commission, Washington, DC 20423) or by calling Elaine Kaiser, Chief of SEA, at (202) 927-6248. Comments on environmental and historic preservation matters must be filed within 15 days

after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Decided: July 14, 1995.

By the Commission, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 95-18050 Filed 7-20-95; 8:45 am]

BILLING CODE 7035-01-P

DEPARTMENT OF JUSTICE

Information Collections Under Review

The Office of Management and Budget (OMB) has been sent the following collection(s) of information proposals for review under the provisions of the Paperwork Reduction Act (44 U.S.C. Chapter 35) and the Paperwork Reduction Reauthorization Act since the last list was published. Entries are grouped into submission categories, with each entry containing the following information:

- (1) The title of the form/collection;
- (2) The agency form number, if any, and the applicable component of the Department sponsoring the collection.
- (3) Who will be asked or required to respond, as well as a brief abstract;
- (4) An estimate of the total number of respondents and the amount of time estimated for an average respondent to respond;
- (5) An estimate of the total public burden (in hours) associated with the collection; and,
- (6) An indication as to whether Section 3504(h) of Public Law 96-511 applies.

Comments and/or suggestions regarding the item(s) contained in this notice, especially regarding the estimated public burden and associated response time, should be directed to the OMB reviewer, Mr. Jeff Hill on (202) 395-7340 and to the Department of Justice's Clearance Officer, Mr. Robert B. Briggs, on (202) 514-4319. If you anticipate commenting on a form/collection, but find that time to prepare such comments will prevent you from prompt submission, you should notify the OMB reviewer and the Department of Justice Clearance Officer of your intent as soon as possible. Written comments regarding the burden estimate or any other aspect of the collection may be submitted to Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, DC 20503, and to Mr.

Robert B. Briggs, Department of Justice Clearance Officer, Systems Policy Staff/Information Resources Management/Justice Management Division Suite 850, WCTR, Washington, DC 20530.

Extension of a Currently Approved Collection

(1) Certification by Designated School Official.

(2) INS Form I-538, Immigration and Naturalization Service, United States Department of Justice.

(3) Primary: Individuals or households. Others: None. The Form I-538 is used by the Immigration and Naturalization Service (INS) to obtain information from a designated school official to certify a non-immigrant students eligibility for extension or stay, school transfer, or authorization for off-campus employment or practical training.

(4) 165,000 annual respondents at .063 (4 minutes) per response.

(5) 10,395 annual burden hours.

(6) Not applicable under Section 3504(h) of Public Law 96-511.

Public comment on this item is encouraged.

Dated: July 17, 1995.

Robert B. Briggs,

Department Clearance Officer, United States Department of Justice.

[FR Doc. 95-17959 Filed 7-20-95; 8:45 am]

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Information Collections Under Review

The Office of Management and Budget (OMB) has been sent the following collection(s) of information proposals for review under the provisions of the Paperwork Reduction Act (44 USC Chapter 35) and the Paperwork Reduction Reauthorization Act since the last list was published. Entries are grouped into submission categories, with each entry containing the following information:

- (1) The title of the form/collection;
- (2) The agency form number, if any, and the applicable component of the Department sponsoring the collection.
- (3) Who will be asked or required to respond, as well as a brief abstract;
- (4) An estimate of the total number of respondents and the amount of time estimated for an average respondent to respond;
- (5) An estimate of the total public burden (in hours) associated with the collection; and
- (6) An indication as to whether Section 3504(h) of Public Law 96-511 applies.

Comments and/or suggestions regarding the item(s) contained in this

¹ A stay will be issued routinely by the Commission in those proceedings where an informed decision on environmental issues (whether raised by a party or by the Commission's Section of Environmental Analysis in its independent investigation) cannot be made prior to the effective date of the notice of exemption. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any entity seeking a stay on environmental concerns is encouraged to file its request as soon as possible in order to permit the Commission to review and act on the request prior to the effective date of this exemption.

² See *Exempt. of Rail Abandonment Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

³ The Commission will accept a late-filed trail use request as long as it retains jurisdiction to do so.